

## END SLAVE TRAFFIC

**Crusade Against Immorality  
Begun by Straus.**

### STOP THE INVASION OF VICE

**Secretary of Commerce and Labor  
Begins Systematic Movement to  
Prevent Importation of Women and  
Boys from Europe and the Orient.  
Inspired by Miss Bullis' Report.**

That the Federal authorities, working in conjunction with the local police in New York and other large cities throughout the country, intend to break up the slave traffic in women and boys, is vouched for by Oscar S. Straus, Secretary of Commerce and Labor, and Frank P. Sargent, Commissioner General of Immigration.

Reports just placed in the hands of the officials here show that women are being brought to the United States in ever increasing numbers, from nearly every European country, particularly France, and from China and Japan. In New York, for example, according to advices from Helen M. Bullis, who was appointed immigration inspector at Ellis Island for the purpose of paying special attention to the illicit traffic in women, some houses are supplied with young girls from Paris.

Several disorderly places in the Greater City, known to harbor women imported for immoral purposes, are now under surveillance. The important thing, in the opinion of the officials, is not to deport the unfortunate women, but to apprehend and punish to the extreme limit of the law the men engaged in the traffic.

### Straus Opens Crusade.

Secretary Straus is determined to put an end, if possible, to the slave traffic in women, and to break up the system whereby hundreds of boys, most of them Greeks, are held in a number of big cities of the United States in a condition practically amounting to bondage. Under Secretary Straus' direction, a comprehensive inquiry into this form of slavery has been in progress for many months. The investigation is directly in charge of Alcibiades Seraphic, a Greek, recognized as one of the most competent inspectors in the immigration service. In this case Greek has been pitted against Greek, with gratifying results to the government. Inspector Seraphic has prosecuted his work in New York, Boston, Philadelphia, Chicago, St. Louis, Kansas City, Indianapolis, and New Orleans. His reports, it is understood, disclose a startling state of affairs, and in a number of instances, based upon evidence collected by Seraphic, Greek padrones have been brought into the courts and convicted of violations of the immigration laws. Other convictions in this connection are expected to follow.

### Round-up of Greek Padrones.

There is good reason to believe that in a comparatively short time disorderly houses in New York and other cities will be raided, the alien inmates taken into custody, to be held as witnesses against those responsible for their importation, and afterward deported. About the same time there will be a round-up of the Greek padrones now under surveillance. Miss Bullis was appointed a special inspector at New York to study the slave traffic in women in the city and at Ellis Island, and she was authorized also to travel on immigrant steamers plying between New York and other ports. This was done when Secretary Straus' attention was first directed to flagrant violations of those provisions of the law relating to women for immoral purposes. Miss Bullis was given a temporary appointment, but the indications are that she will be permanently retained in the immigration service.

On the Pacific Coast the practice of bringing Japanese and Chinese girls for immoral purposes is an old story. Local police authorities on the Coast have apparently winked at the traffic, but now that the Federal government has become awakened to the seriousness of the situation it is the expectation that the police of San Francisco, Seattle, and other Coast cities will co-operate to the end that the immigration laws may be vigorously enforced.

Secretary Straus and Commissioner General Sargent have issued instructions to immigration officers directing them to arrest and deport alien women. If Secretary Straus can break up the traffic in immoral women and boys brought to the country to serve in practical slavery, he will count it as one of the most important achievements of his administration of the Department of Commerce and Labor.

### HOME A CURIOSITY SHOP.

**Valuable Brice-and-brace Found in Aged  
Recluse's Residence.**

Altosna, Pa., Oct. 13.—An old curiosity shop was unearthed at the home of Miss Lizzie Cronin when representatives of the court went there to sell her goods.

Miss Cronin, who lived alone for many years, was recently forcibly removed to the Blair County Hospital, after her home was sold at sheriff's sale.

Poor Director Pencil, who went to the house yesterday, found every room stuffed with brice-and-brace and goods of all kinds. In the parlor was a fine mahogany grand piano, said to be worth several thousand dollars. On top of it was a washbasin, teakettle, coal bucket, chairs, and other things. In other rooms it was difficult to get through for the oddities and staples in furniture. Miss Cronin had been accumulating these things for years.

No one ever visited her, for she never admitted any one to the house. She was said to have money concealed about the house.

A money found only \$8.40, each coin wrapped in tissue paper.

### NOT A CRIME TO WED TWICE.

**Woman Who Believed Her Husband  
Dead Will Be Set Free.**

Dover, Del., Oct. 13.—Mrs. Lulu Hoffmann-French, a decidedly pretty young woman, will go unpunished for her offense against the law in marrying John B. French while her first husband, John Hoffmann, was still alive.

She committed the crime innocently. She married her second husband, John B. French, believing her first husband, John Hoffmann, a seafaring man, to be both physically and legally dead. But Hoffmann came back during her first year of wedded life to French. Before Justice Steele she practically admitted her plight and was committed to prison.

### PARAGRAPHS BY WIRE.

Madison, Wis., Oct. 13.—There will be no State tax in Wisconsin this year. This will be the fifth year that the State treasury has been in such prosperous condition that no tax is required.

Scranton, Pa., Oct. 13.—Gov. Stuart will be the guest of honor at the banquet of the Ad-Ad-Hallers of the Navy League in this city next Tuesday night.

Banor, Pa., Oct. 13.—Just as Mrs. Thomas Meers, jr., of Pen Argil, arrived at her home from a trip to England, her nurse caught her this morning. The nurse was estimated at \$100. It was caused by nine gnawing matches in a clothes closet.

## PITTSBURGERS WANT WIVES.

**Twenty-five Rally to Rescue of Love-  
lorn Feminine Accuser.**

Pittsburg, Oct. 13.—Over twenty-five young men of this city have already rallied to the rescue of the lonesome, love-lorn woman who asserts that the young men of her vicinity are too bashful to make proposals. She says that she holds a position of trust, has real estate valued at \$1,000, and is good looking.

News that 1,000 girls had been transported to this country from Ireland; that some would, in the near future, arrive in the city to "land" millionaires, incensed the young woman, and she advertised through the offices of the Salvation Army for a husband.

The young woman will be surprised to learn that there are still many young men in Pittsburg who are willing to be married. Here is a specimen of some of the letters received shortly after her letter was published:

"Dear Sir: In reply to the letter printed in the Pittsburg papers a few days ago, I wish to state that I am, indeed, bashful, and have for two years been trying to find a good, honest working girl, and one who can cook a man a decent meal. For my part, I am convinced these are hard to find."

As an act of kindness to the writer the paper discreetly preserves his anonymity.

### MARRIAGE RECORD NOT FOUND

**Uncle of Helen Maloney, Who  
Eloped, Searches in vain.**

**Father of Runaway Girl Is in Lon-  
don, but No Messages Have Been  
Received from Him.**

New York, Oct. 13.—Andrew P. Maloney, an uncle of Helen Maloney, who eloped a week ago Friday with Samuel Clarkson, a young Englishman, arrived here to-day from Montreal, where he made a thorough search of the marriage records, and failed to find that the couple had had the ceremony performed there.

As soon as the Montreal Express rolled into the Grand Central station Mr. Maloney hurried to the Sinclair House and remained in conference with William J. Fanning, Martin Maloney's lawyer, for an hour. He told Mr. Fanning that he and A. G. L. Bonin, the Montreal lawyer who got the marriage license for Clarkson, went over the records and satisfied themselves that the marriage did not take place in Montreal.

Mr. Maloney said he learned that the marriage laws in Canada are very strict, and that there is a heavy penalty for failure to return the certificates. Therefore, he said, no clergyman or civilian with the authority to perform a ceremony would take a chance at holding out the certificate. On this point alone Mr. Maloney said he is positive that Clarkson and Miss Maloney were not married in Canada, as the time limit for filing the record expired several days ago.

Mr. Maloney said he is inclined to believe that the father of the runaway girl, as he is called, is in London on Saturday, but he has received no word from him.

"While it is possible that the couple are in London," said Mr. Fanning, "I don't believe the newspaper stories that they have been located. If they were found, Mr. Maloney would surely cable to me, but I have heard nothing from him or from Mrs. Clarence Ritchie, Helen's sister."

Mr. Manning said he is inclined to believe that Miss Maloney and Arthur H. Osborn were married.

### WAR ON BIG POMPADOURS.

**Pittsburg Stores Discharge Girls  
Who Waste Time Fixing Hair.**

Pittsburg, Oct. 13.—Managers of Pittsburg's large stores have declared war on the big pompadours, and scores of girls who insisted on wearing their hair this way have been discharged, one of the leading stores letting twenty go at once without recommendations.

The claim is made that too much time is taken by the girls in caring for their high mass of hair, and some time ago several of the stores served notice that the high pompadour must go; either that or the wearer must go. Many of the girls insisted, and last evening their pay envelopes, the blue slip of discharge was found.

The stores say they don't care for a neat little pompadour, but as for the big ones, no.

The men met in a restaurant some months ago. Crowley says he ordered a glass of beer, which was set down before him. He turned to speak to a friend, and alleges that when he turned he saw Palah beginning to drink the beer.

Palah declares he paid for the beer himself. There was a fight. Both men went to law. Crowley got the worst of it, because he had thrown the beer on Palah after being told to drink it himself.

### CONNECTICUT NEEDS REPAIRS.

**Admiral Evans Leaves the Battle  
Ship, Probably for Washington.**

New York, Oct. 13.—The battle ship Connecticut, with Rear Admiral Robley D. Evans on board, arrived at the Brooklyn Navy Yard this afternoon from New London. The Connecticut needs some minor repairs, and will be at the navy yard for two or three weeks.

Admiral Evans left the ship soon after her arrival. It was said that he probably had gone to Washington. The officers who talked with the admiral said that he appeared to be in good health and suffering no great inconvenience from a recent operation to one of his hands. The operation was a very necessary by a growth on one of the admiral's fingers.

### BULLETIN

**Young Men's Christian Association  
1736 G Street.**

Our Gymnasium classes are now open.

We have seven different indoor rooms and fourteen outdoor tennis courts, devoted to exercise and play for all.

Our magnificent system of baths is not equaled in Washington, and is a valuable adjunct in our scheme of physical training.

And it's all for your benefit. Mr. City Manager help you keep strong and well.

Visit us to-night.

Seeing is believing.

Well—come.

## STRIKE VOTE TO-DAY

**Local Operators to Pass Upon  
Small's Suggestion.**

### RESULT HANGS IN BALANCE

**Many Telegraphers Declare Unwill-  
ingness to Return to Work Under  
Any Circumstances—Most Skilled  
Ones Have Jobs Elsewhere—May  
Never Get Best Men Back.**

The Washington striking telegraphers will vote at 4 o'clock this afternoon on the question propounded yesterday by President Small, of their union, as to whether the present strike, so far as they are concerned, shall be continued or ended.

At the headquarters of the strikers yesterday, a notice, signed by President Groves, of the local union, called upon all members of the order to be present at that hour this afternoon, to cast their ballots one way or the other. The vote will be cast in regular form, each man expressing his view in writing, and with his own name attached thereto. Some officers of the union, likely National Vice President Beattie, who is secretary of the Washington local, or President Groves, will take care of these bits of paper, that may mean stay out or go back.

There are about 250 members in the Washington local, but since about fifty of these are now at work for railroad companies or have gone into other businesses, the vote to be cast, will number about 200. From the interest manifested at headquarters last night, it is evident that the vote will be cast by early evening, so that the result will be known before the night has far progressed.

**Favor Fighting It Out.**

The sentiment among the strikers yesterday was stronger than ever against any weakening or any return to work. Of the great number who came drifting into headquarters during the afternoon there was not one who expressed, at least, openly, a wish to return to work. Mr. Beattie, who seemed to voice the views of most of the men, said that they have so far stayed out two months; that they are almost on the eve of victory, and that giving up now would be the poorest sort of policy.

The strikers say that only a few days were necessary to bring the companies around to a compromise, and feel that the action of the local is a defeat, as reported to them, in disregarding the orders of President Small, is an indication that the same sentiment of staying out till the end is not merely local, but general.

So far as could be learned, there has been no rush of striking operators to get positions with either of the two companies and most of the strikers say that when the operators lost, as they did, no matter how long they stay out. What they do now does not concern us.

Thomas said to-night that he had heard from sixty-nine out of 137 locals throughout the country, and that all of them had decided to continue the strike.

### Philadelphia Stands Pat.

Philadelphia, Oct. 13.—The sentiment of the telegraph operators in strike in this city is emphatically for the rejection of any proposition to end the strike by a surrender to the companies at this time, said J. A. Sullivan, president of the local union, to-day.

### Dallas Also in Line.

Dallas, Oct. 13.—The Dallas local of the Telegraphers' Union of America met this afternoon and by unanimous vote refused to declare the telegraphers' strike off.

### Baltimore with Strikers.

Baltimore, Md., Oct. 13.—At a special meeting of the local telegraphers to-day it was unanimously decided to stay in the fight until the finish.

### Will Not Return to Work.

San Francisco, Oct. 13.—The local telegraphers decided to-day not to return to work.

### Strike Broken in Cleveland.

Cleveland, Ohio, Oct. 13.—The telegraphers' strike, as far as Cleveland is concerned, is broken. Of the 170 men who went out on strike, it is certain that at least twenty will apply for their jobs to-morrow, and it is believed that the defection from the ranks will be followed by more desertions. However, the union did not officially declare the strike off before Thursday.

### Omaha Still Out.

Omaha, Oct. 13.—By unanimous vote on the first ballot the striking telegraph operators in Omaha this afternoon decided to remain on strike.

### Chicago 2,000 Strong.

Chicago, Oct. 13.—The continuation of the telegraphers' strike was decided upon unanimously by the 2,000 local strikers.

### BLOWN UP BY ALCOHOL.

Guthrie, Okla., Oct. 13.—Thoughtlessly touching a match to his cigar as he was comfortably seated on an empty alcohol canister, Paul D. Piersol, proprietor of a confectionery store, caused an explosion that tossed him into the air, and as a result he bears wounds that probably will disfigure his face for life.

The barrel, which was at the side entrance of a drug store, blew up with a reverberation that could be heard for blocks. Piersol, who was on the way up, was burned. The skin peeled from his face, and it is feared his eyesight will be affected.

### Orders Cuban Ships Seized.

Mexico City, Oct. 13.—The secretary of war has ordered all Cuban ships found fishing in the waters tributary to Mexico to be seized. It has been discovered that Cuban fishermen are using dynamite and other explosives, which are killing off all the fish.

### MARRIED OR SINGLE

**WOMEN, WHY NOT**

Have your own bank account? It is economical, it is convenient, it gives business training.

A special ladies' department, with waiting and writing room, in the new banking building of the

**AMERICAN SECURITY  
AND TRUST COMPANY**

Northwest Corner of  
Fifteenth and Pennsylvania avenue.

**CHARLES J. BELL, President.**

**TO CURE A COLD IN ONE DAY**  
Take LAXATIVE BROMO QUINA TABLETS.  
Drugs refund money if it fails to cure. E. W. GROVE'S signature on each box. 25c.

## OPERATORS OUST PRESIDENT SMALL

**Continued from Page One.**

### ROAD HAS A FINE OUTLOOK

**Expansion of Industries in the South  
Means Much to It—Action Upon  
Rate Regulation in Southern States  
Is Explained—Gross Earnings In-  
crease During Fiscal Year.**

The thirteenth annual report of the president and directors of the Southern Railway Company to the stockholders, which has just been issued, includes an interesting statement regarding the question of operating expenses, the increase in which during the past year has caused considerable discussion.

In this connection the report, which covers the period of twelve months ended June 30 last, says:

"Great as are the burdens upon the operation of a railroad to-day by reason of the increased cost of material of all classes and the unrelenting expectations of labor, on the one hand, and legislative reduction of revenue and increased taxes, on the other hand, the crying need on the railroads of the South is more track, more equipment, more terminal facilities.

With the strategic position and established relations which the Southern Railway Company now has, there would be no stint in the amount of traffic it could obtain and profitably handle if it had the facilities necessary to afford to those who offer traffic the service they demand. During the past winter there were serious congestions of freight on the lines of this company, which were due, almost without exception, to the failure of the plant to respond to demands which were made upon it beyond its capacity. While exasperating the public, congestion rolls up the expense of operation, and both shipper and carrier suffer.

"Apart from congestion of traffic, the expenses of operation, of which mention has been made, have been extraordinary. To illustrate: During this fiscal year the rates of pay of machinists, boiler-makers, blacksmiths, tinners, and pipe-fitters, carmen, engineers, firemen, conductors, trainmen, operators, and maintenance of way employees were substantially increased, this increase approximating \$1,250,000 per annum; while the greater price at the mines, together with freight charges paid for coal purchased for the Virginia and North Carolina lines from mines on other railroads, added nearly \$500,000 to the cost of fuel in the same period. If comparisons are made with the cost of material and labor several years ago, the present burden is still more apparent. Since 1888 the cost of bridge timber increased from \$3.36 to \$23.30 per thousand feet; cross-ties from 25 cents to 37.5 cents per tie; steel rails from \$17.75 per ton to \$29 per ton; fuel coal from 85 cents to \$1.37 per ton; the cost of labor, per mile of road, has increased from \$1,621.67, in 1886, to \$2,533.64, in 1905, with a further advance to \$3,133.11 in 1907.

"On the Southern Railway these causes have sometimes produced disappointing results, but the officers believe in the property, know its possibilities, and with the loyal co-operation of all classes of employees, look forward confidently to the future.

**Will Relieve Congestion.**

"Some of the most acute causes of the congestion of the past year will happily not exist another year. The construction of new double track, now nearing completion, on the Cincinnati Southern Railway, will open for an important part of Southern Railway traffic the connection over which business has been its main system and the St. Louis-Louisville line is moved, a connection which last winter was paralyzed. The recent completion of the double track on revised grade in the main line between Spencer, N. C., and Greensboro, N. C., and the approaching completion of double track between Knoxville, Tenn., and Morris-town, Tenn.—factors through which large volumes of business are poured—will be a further relief, a saving in almost every element of the expense of operation, especially overtime of labor, fuel, and hire of foreign equipment.

"The remarkable growth of diversified industry in the South, particularly along the lines of this company, in recent years, has created a large and growing demand for its products, and largely local as its distribution. This has given the company a sound basis of independent operation and a commanding position in the negotiation for traffic from outer sources.

"That this commercial growth will continue along healthy lines is assured by profitable operation in the past and a continuing increase in demand. That it must take place in a large measure, along the lines of this company is certain, because of the abundant supplies of fuel and raw materials originating along its rails, and because of the outlet it affords to consuming markets. True, the company is, therefore, assured of a continuous increase in its internal traffic with respect to both raw materials and manufactured products. A single industry, the operation of which will soon begin, will add one-half million tons to its freight traffic, and as many dollars to its annual gross revenues."

Regarding State rate regulation, the report says:

"It must be recorded, however, that during the year drastic action was taken by some of the States in which this company operates (similar to action taken in many of the other States of the Union) to reduce the maximum passenger rates. In the States of Illinois and Indiana, where the interests of this company were small in comparison with other lines, it followed the lead of the lines having most at stake, and put the reduced rates into effect under protest, reserving the right to contest them in the future. In the State of Alabama, where a 2-1-2-cent rate was established by the legislature, in the State of North Carolina, where a 2-1-4-cent rate was established by the legislature, and in the State of Virginia, where a 2-cent rate was established by the corporation commission, the interests of this company were so large, and the effect of the reduced rate so harmful to its revenue, that the directors of the board of directors, suits were brought in the appropriate Federal courts to test the constitutionality of the rates, and to secure for the property the protection of the United States Supreme Court to the Constitution of the United States.

"The disputed rates have been put into effect pending determination of these

## SHWS BIG INCREASE

**Southern's Report Discusses  
Operating Expenses.**

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The Private Rooms in our new Fireproof Storage Building are thoroughly approved by the Fire Underwriters.

**W. B. MOSES & SONS**  
Founded 1861 F St., Cor. 11th

The Moses Furniture and Floor Polishers prove absolutely satisfactory. A special wax preservative for weathered oak pieces.

**W. B. MOSES & SONS, F STREET, COR. 11th**

## Oriental Rugs.

### October Sale Specials.

Four bales that we direct attention to as extraordinary values. Small pieces from 3 ft. to 4 ft. wide by 5 ft. to 6 ft. long—excellent silky goods of much merit in pattern and coloring.

The prices \$15, \$18, \$21, and \$23.

**W. B. MOSES & SONS, F STREET, COR. 11th**

cases on their merits. This was not done, however, until the record was put into shape to present the fundamental questions involved to the Supreme Court of the United States. The board has considered it essential, not only in the interest of the owners of the property, but in the interest of the public (whose interest it is that the railroads shall not be deprived of the means of providing adequate facilities for the commerce of the country), that the issues raised by the action of these States, whether investments in railroad properties are entitled to the same measure of protection as other property, and whether they can be deprived, by any form of State action, of the effective protection of the Constitution of the United States, shall be finally settled with the least possible delay."

**Gross Earnings Increase.**

The company's income statement shows a healthy increase in gross earnings and in the average number of miles operated over the previous fiscal year, the increase in the former item being \$3,985,553.72, and in the latter item 172,885 miles. The net earnings, however, decreased \$1,939,587.46, owing to the operating expenses and taxes having increased during the fiscal year by \$4,925,143.18. The income from other sources than operation was increased by \$240,280.97, making the decrease in the total income for the year \$1,695,366.49. The total deductions, including interest and rentals, was \$1,299,428.41, and the balance over fixed charges decreased \$2,925,741.90.

After deducting the amounts paid in dividends on preferred stock and for special appropriations for improvements and charges on capital stock, the balance carried to the credit of the profit and loss account for the year's business was \$253,986.75, a decrease of \$75,252.09 over the same item in the previous year's account. The balance to the credit of the profit and loss account at the close of the year was \$2,342,162.74. The report announces that an additional dividend upon the preferred stock of 1-1-2 per cent, amounting to \$600,000, will be paid out of the accumulated surplus on October 17, 1907.

The report also shows that the work of double-tracking the road is progressing at a satisfactory rate.

**SPECIAL NOTICES.**

**THE FIRM OF**